(c) how many State Governments have accepted the suggestion and paid subsidies due to the State Electricity Boards and how many State Governments have rejected the suggestion?

THE MINISTER OF STATE IN THE MINISTRY OF ENERGY (SHRI BABANRAO DHAKNE): (a) Yes, Sir.

(b) and (c) None of the State Governments has responded.

Low production of coal

370. SHRI SURESH PACHOURI: Will the Minister of ENERGY be pleased to state:

(a) whether coal industry in the country has been plagued by various problems during the last few years leading to low production and decreasing profits;

(b) if 80, what are the main reasons for the deterioration in the coal sector;

(c) whether Government have decided to set up a Committee to go into the matter, and

(d) if so what are the details in this regard?

THE MINISTER OF ENERGY (SHRI KALYAN SINGH KALVI): (a) The production and profitability data lor Coal India Limited for last three years is as below: —

(Data provisional)

(+)=profit

(-)=loss

Year	Production (million tonnes)	Pofit/ Joss (Rs. in crores)
1987-88.	159 06	(-)224-64
1988-89.	171-50	()23 26
1989-90.	178 62	(+)80 13

From the above data it is seen that production of coal is on the increase and financial performance of Coal India Limited is also improving.

(b) to (d) Do not arise.

Speedy clearance of Cargo at Airports

371. KUMARI ALIA: Will the Mi-nister of CIVIL AVIATION be pleased to state:

(a) whether Government are taking any steps to ensure speedy clearance of export-import cargo at airports; and

(b) if so, what are the details in this regard?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI HARMOHAN DHAWAN): (a) and (b) The following policy decisions have been taken to increase the number of cargo flights from India and thereby ensure speedy clearance of export cargo by air:

(i) Open Sky Policy made permanent to facilitate foreign carriers to plan their operations on a long term basis.

(ii) Deregulation of freight rates, so that the rates are determined by the demand and supply situation.

(iii) Abolition of mandatory rates applicable to Air India.

(iv) In the fleet aquisition programme of Air India, preference wiD be given to combi-aircraft.

(v) Air India has been instructed to convert its old B-747 passenger aircraft into freighter when new aircraft become available.

(vi) Favourable consideration to foreign carriers operating passenger frequencies with combi-aircraft on terminator basis.